24 May 71

Harold —

Unless something unforseen happens, I'll be at your house sometime on the afternoon of Friday, 4 June.

I'll stay at your place Saturday and Sunday (5 and 6 June).

Classes finally are over, final grades are in, and I am out of the quagmire. My time is now my own.

I bought a house, but have not yet sold this one. The new one is on the edge of town, not in the country, like my present home. I shall miss being out here, but the new place has conveniences that will suit my wife and kids well.

Flying is still, so to speak, up in the air. I don't know yet whether I can afford it this year. I am still giddy over that flight I took several weeks ago.

I recently read Wise & Ross's book (written a few years ago) on the U-2. There are things in it that strengthen my already strong feeling that the flight was a put-on, designed to wreck the summit. I know that I can't offer proof, and indeed that proof probably will never be forthcoming, but there are so many things that reek of a put up job that I can't shake the feeling.

For example, there were 7 or 8 pilots who regularly flew out of Powers's base. Of these, all were married, but only Powers had no children. Were I selecting someone for a mission of the type I suspect was made, Powers would be the logical choice regarding family status.

Also, among the items that the Russians recovered was some sort of identification card (I can't remember what) torn to pieces. The thing gave the appearance of an effort to destroy the i.d., but did not effect the reality of it. The Russians simply pasted the thing together again. If Powers wanted to destroy the card, why didn't he throw away the pieces? It just makes no sense to tear the card and leave the pieces where they could be found. There were other things in Powers's possession that give off the same smell.

Oddly enough, Krueschev (sp.?) was the first person to utter the charge that the U-2 was sent over deliberately to destroy the summit. The same charge was made by an American (Stassen, as I recall).

There is, too, a matter involving some aircraft expert who examined pictures of the wreckage provided by the Russians. He said that the wreckage definitely was not that of a U-2. I don't think that he (or anybody) ever rescinded that pronouncement.

Wise & Ross also report that a woman airline passenger, touring Russia, made an unscheduled stop somewhere and saw on the ground an intact plane resembling the U-2, except that it was

painted white, not black (like the U-2).

Later, I'll set these and other thoughts down in detail and with exact references. I think that a case for strong suspicion can be made. The matter isn't subject to proof beyond doubt, but it is stinky.

By the way, Wise & Ross do not believe that the flight was meant to reach the summit. What I say comes from things that they report, not from their opinions. What they report indicates that if it was a put-up job, certain persons had to be in on it — I mean, specifically, Bissell, Cummins, and possibly Gen. Goodpaster.

More on this later. I am becoming fascinated with this U-2 thing (have been fascinated, really) and may search more in old newspapers.

We'll talk more when I see you.

Still,

Dick